



Ship Fact Sheet



ORONSAY (1951)

Base data at 3 May 1951. Last amended November 2009

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1951-1975
P&O Group status*	Owned by subsidiary company
Former name(s)	
Registered owners*	Orient Steam Navigation Company Ltd
Managers*	Anderson Green & Company Ltd
Operators*	Orient Line
Builders	Vickers-Armstrongs Ltd
Yard	Barrow-in-Furness
Country	UK
Yard number	976
Registry	London, UK
Official number	184415
Call sign	GCNB
IMO/LR number	5265617
Classification society	Lloyd's Register
Gross tonnage	27,632 grt
Net tonnage	15,017 nrt
Deadweight	11,501 tons
Length	215.94m (705.7ft) loa, 207.71m (681.7ft) b/p
Breadth	27.67m (90.8ft)
Depth	10.82m (35.5ft)
Draught	9.458m (31ft 0½in)
Engines	Single-reduction-gearred steam turbines
Engine builders	Vickers-Armstrongs Ltd
Works	Barrow-in-Furness
Country	UK
Power	42,500 shp
Propulsion	Twin screw
Speed	22 knots
Passenger capacity*	688 first class, 833 tourist 'B' class
Cargo capacity	6,313 cubic metres (22,990 cubic feet) refrigerated 4,425 cubic metres (156,280 cubic feet) general
Crew	622
Employment	UK/Australia service, and cruising

Career

- 30.06.1950: Launched by Mrs Austin Anderson, wife of the chairman of Anderson Green & Co Ltd.
- 28.10.1950: Fire in No.2 hold which spread rapidly. 23 fire brigades were called and two firemen died. The fire took 3 days to put out.
- 29.10.1950: Developed a list of 20 degrees due to the amount of water pumped in to extinguish the fire. It was thought she might capsize but the level of water was lowered in the dock.
- 03.05.1951: Completed as *Oronsay* for the Orient Steam Navigation Company Ltd at a cost of £4,228,000. She was the second of three Orient liners ordered for post-war reconstruction. She followed *Orcades* and preceded *Orsova*. Her name is taken from one of the Western Isles of Scotland.
- 16.05.1951: Maiden voyage. The three post-war Orient vessels and three comparable P&O ships established a fortnightly UK/Australia express service.
- 10.1951: Helped to evacuate 61 servicemen's wives and 106 children from Egypt after the Egyptian Government had reneged on the Anglo-Egyptian Treaty of 1836.
- 1954: Opened Orient's trans-Pacific service with a Sydney/Auckland/Suva/Honolulu/Vancouver/San Francisco return voyage.
- 22.10.1958: Suffered a small fire in the No.2 ward causing D-deck to be evacuated. It was quickly put out and passengers were able to return to their cabins.
- 1959: Refitted at Gladstone Dock, Liverpool, including the extension of air conditioning to all passenger and crew spaces; unofficial labour disputes and a bomb hoax meant that she carried 200 workmen when she sailed from Tilbury to continue service.
- 02.05.1960: Management and operation transferred to P&O-Orient Lines.
- 21.09.1962: Ownership transferred to The Peninsular and Oriental Steam Navigation Company.
- 04.1964: First ex-Orient liner to adopt P&O's white hull, though her green boot-trooping was retained.
- 1966: Managers and operators restyled P&O Lines.
- 07.1967: Suffered a fire in a lower hold. There were no casualties but 43 tourist class cabins were damaged.
- 01.1970: Quarantined at Vancouver at a cost of £500,000 after a typhoid outbreak hit crew and passengers.
- 01.10.1971: Management and operation transferred to P&O Passenger Division. Her later career saw almost complete concentration on cruising, especially from Australia, in and around the Pacific, carrying 1,400 open-class passengers and just over 600 crew.
- 09.10.1975: Sold to Nan Feng Steel Enterprise Co Ltd, Taiwan, for demolition at Kaohsiung.
- 10.04.1976: Demolition commenced.

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